

CALIFORNIA COASTAL COMMISSION

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Commission Action:

**W.21a****STAFF REPORT: REGULAR CALENDAR**

APPLICATION NO.: 5-08-159

APPLICANT: Redevelopment Agency of the City of Santa Monica

PROJECT LOCATION: 1600-1800 E. Ocean Avenue, Santa Monica

PROJECT DESCRIPTION: Construction of a mixed use development consisting of 164 market-rate condominiums; 160 affordable rental units; 20,000 square feet of ground floor retail/restaurant space, with 3,000 square feet of outdoor dining; 619 parking spaces; public access improvements; and landscaping. Maximum height of the structures will be 65 and 96 feet. The project will be designed to achieve certified LEED Silver status and include a photovoltaic system on the roof.

LOCAL APPROVALS RECEIVED: City Council approval, Resolution No. 10056.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with special conditions on the basis that the project, as conditioned, conforms with the public access and resource protection policies of the Coastal Act. Special Conditions include: 1) submittal of landscape plans; 2) participation in a Transportation Demand Management Program; 3) future parking changes; 4) future development; 5) public parking signage; 6) dewatering requirements; 7) water quality mitigation; 8) archaeological resource recovery plan; and 9) Development Agreement.

SUBSTANTIVE FILE DOCUMENTS: Vesting Tentative Tract Map No. 69822; Development Agreement between the City of Santa Monica and Related/Santa Monica Village, LLC, for the Village at Santa Monica; *Civic Center Specific Plan Comprehensive Update, Downtown Redevelopment Plan Amendment and Associate Development, Final Environmental Impact Report*, October 2004; City of Santa Monica's certified LUP; Coastal Development Permit Nos. 5-83-560 (Santa Monica Hotel Assn.), 5-99-169 (Maguire Partners), 5-01-196(Rand Corp), 5-03-489 and 5-98-269 (City of Santa Monica).

RECOMMENDATION:

MOTION: *I move that the Commission approve Coastal Development Permit No.5-08-159 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions.

1. Landscape Plan

A. Prior to issuance of the coastal development permit, the applicant shall submit, for review and approval of the Executive Director, a landscaping plan. The plan shall be prepared by a licensed landscape architect. To minimize the need for irrigation and minimize encroachment of non-native plant species into adjacent areas, all landscaping shall consist of native and/or drought tolerant non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council (formerly known as the California Exotic Pest Plant Council), or as may be identified from time to time by the State of California shall be utilized on the property. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property. All plants employed on the site shall be drought tolerant (low water use) plants identified by U. C Davis and the Water Resources Board. Ornamental planting with non-indigenous and non-invasive plant species is permitted within the garden areas.

B. The permittee shall undertake development in accordance with the final plans approved by the Executive Director pursuant to this condition. Any proposed changes to the approved plans shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

2. Transportation Demand Management Program

- A) The proposed project shall incorporate the City's Transportation Demand Management Program. The program includes, but is not limited to, the following:
- (1) The applicant and its successors and assigns shall actively encourage employee participation in a Transportation Ride Sharing program.
 - (2) A public transit fare reimbursement program shall be implemented by the applicant or its successors and assigns. All commercial tenants shall offer partial or full reimbursement equal to the value of subsidized parking to one hundred percent of the employees of the development for public transit fare to and from work.
 - (3) The applicant and its successors and assigns shall provide secure bicycle parking, free of charge, on the property for the public, including residents, employees and visitors. Shower facilities shall also be provided for employees of the commercial uses.
 - (4) The applicant and its successors and assigns shall implement a publicity program, the contents of which is subject to the review and approval of the Executive Director, that indicates how the future occupants of the development will be made aware of the provisions of this special condition. The publicity program shall be implemented during the first month of occupancy of the new development.
 - (5) Car share service.
 - (6) Concierge Service for residents (condominiums).
- B) For the first six years of occupancy of the development, the applicant shall submit to the Executive Director, the City required bi-annual report for monitoring the proposed measures. Any proposed changes to the measures shall be submitted to the Executive Director to determine if an amendment to the permit is legally required.

3. Future Parking Changes

With the acceptance of this permit, the applicant acknowledges that any change in the parking proposed under this permit, including, but not limited to, the provision of the leasing or selling of parking spaces to third parties, or reserving parking spaces for other uses not approved under this permit, or change in the number of shared parking spaces between residential and commercial uses, shall be submitted to the Executive Director to determine if an amendment to the permit is legally required.

4. Future Development

This permit is only for the development described in coastal development permit No. 5-08-159. Except as provided in Public Resources Code section 30610 and applicable regulations, any future development as defined in PRC section 30610, including, but not limited to, a change in the density or intensity of use land, or change from the project description, as proposed by the applicant, shall require an amendment to Permit No. 5-

08-159 from the California Coastal Commission or shall require an additional coastal development permit from the California Coastal Commission or from the applicable certified local government.

5. Public Parking Signage

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, a signage plan showing the size, wording and location of signs. The size of the signs shall be at least 14" in height and 18" in length. Alternatively, the applicant may provide plans to incorporate parking availability messages into an electric message board. The signage shall be located in conspicuous locations adjacent to the public parking entrances, informing the public of the public parking.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

6. Dewatering of Groundwater

Prior to issuance of the permit, the applicant shall submit for the review and approval by the Executive Director, an agreement in writing that any required dewatering of the site due to groundwater intrusion, or percolating surface water, during construction or post-construction will require filters to be installed on all dewatering pumps and sump pumps.

7. Water Quality Standards

With the acceptance of this permit the applicant agrees to comply with the City's Urban Runoff Pollution Control Ordinance, including incorporation of Best Management Practices, as required under the City's Municipal Code, that are in effect at the time of approval of this permit.

8. Archaeological Resources

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and approval of the Executive Director an archeological monitoring plan prepared by a qualified professional, that shall incorporate the following measures and procedures:

1. The monitoring plan shall ensure that any prehistoric or historic archaeological or paleontological cultural resources that are present on the site and could be impacted by the approved development will be identified so that a plan for their protection can be developed. To this end, the cultural resources monitoring plan shall require that

archaeological and Native American monitors be present during all grading operations unless the applicant submits evidence, subject to the review and approval of the Executive Director, that a more complete survey of cultural resources adjacent to and within a one-half mile radius of the project site finds no cultural resources. If cultural resources are found adjacent to, or within a one-half mile radius of the project site, the applicant may choose to prepare a subsurface cultural resources testing plan, subject to the review and approval of the Executive Director, in-lieu of proceeding with development with the presence of archaeological and Native American monitors on the site during grading activities. If the subsurface cultural resources testing plan results in the discovery of cultural resources, the applicant shall prepare a mitigation plan, which shall be peer reviewed and reviewed by designated representatives of the appropriate Native American tribe, and shall apply for an amendment to this permit in order to carry out the mitigation plan.

There shall be at least one pre-grading conference with the project manager and grading contractor at the project site in order to discuss the potential for the discovery of archaeological or paleontological resources.

2. Archaeological monitor(s) qualified by the California Office of Historic Preservation (OHP) standards, Native American monitor(s) with documented ancestral ties to the area appointed consistent with the standards of the Native American Heritage Commission (NAHC), and the Native American most likely descendent (MLD) when State Law mandates identification of a MLD, shall monitor all project grading, if required in the approved cultural resources monitoring plan required above.
3. If required by the above cultural resources monitoring plan to have archeological and Native American monitors present during grading activities, the permittee shall provide sufficient archeological and Native American monitors to assure that all project grading that has any potential to uncover or otherwise disturb cultural deposits is monitored at all times;
4. If any archaeological or paleontological, i.e. cultural deposits, are discovered, including but not limited to skeletal remains and grave-related artifacts, artifacts of traditional cultural, religious or spiritual sites, or any other artifacts, all construction shall cease within at least 50 feet of the discovery, and the permittee shall carry out significance testing of said deposits in accordance with the attached "Cultural Resources Significance Testing Plan Procedures" (Appendix 1). The permittee shall report all significance testing results and analysis to the Executive Director for a determination of whether the findings are significant.
5. If the Executive Director determines that the findings are significant, the permittee shall seek an amendment from the Commission to determine how to respond to the findings and to protect both those and any further, cultural deposits that are encountered. Development within at least 50 feet of the discovery shall not recommence until an amendment is approved, and then only in compliance with the provisions of such amendment.

9. Development Agreement

With the acceptance of this permit, the applicant is placed on notice that although the Development Agreement consists of the City's authorization for the proposed development, it is not effective in the Coastal Zone until the Development Agreement is formally submitted and approved by the Coastal Commission.

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description, Location and Background

The City of Santa Monica's Redevelopment Agency proposes to construct a residential/commercial mix use development consisting of 324 residential units, including 160 affordable rental units and 164 market rate condominiums; approximately 20,000 square feet of ground floor commercial space; with 619 on-site parking spaces on a 3.7 acre site. The proposed development consists of seven separate buildings and is divided into three separate sites (see site plan, Exhibit 4):

Site A: Two condominium buildings with ground floor retail on Ocean Avenue, Olympic Drive and Main Street frontages with approximately 66 residences
109,346 gross square feet residential
9,930 gross square feet commercial
Height- 65 feet high as measured from Ocean Avenue sidewalk
180 subterranean parking spaces

Site B: Four affordable apartment buildings, with ground floor live/work space
Approximately 28 one-bedroom, 56 two-bedroom, and 66 three bedroom residences, plus 10 affordable units of live/work space intended for artists
191,549 gross square feet
Height- 60 feet high measures from Ocean Avenue sidewalk
197 parking spaces

Site C: One condominium building with ground floor retail; and approximately 98 one-bedroom and two-bedroom residences (Vesting Tentative Tract Map No. 69822);
159,288 gross square feet residential
7,400 gross square feet commercial.
96 feet high
237 parking spaces

The project will include extension of Olympic Drive from Main Street to Ocean Avenue, providing direct local access to the Interstate 10 Freeway, and providing approximately 16 to 18 on-street additional public parking spaces adjacent to the development. The project will

also incorporate native and non-invasive landscaping, public art, bicycle parking for employees/residents and the public, and public space in the form of a pedestrian street ("Living Street") and plaza ("Olympic Plaza"). The proposed development will be designed to achieve a minimum of LEED silver certification and will include sustainable elements involving building design and materials, onsite energy generation from photovoltaic systems and energy savings from green energy design, energy and water use reduction strategies, and recycling of construction and consumer waste.

The City is also requiring the developer to participate in a Transportation Demand Management program and to contribute a transit service enhancement fee of \$700,000 to subsidize the City's bus service, school-based transportation programs, and/or Civic Center shuttle to connect the Civic Center with Downtown and Main Street and a free transit pass program.

The project site is located south of the Santa Monica Freeway and is bounded by Main Street to the east, Ocean Avenue to the west, and Vicente Terrace to the south, in the City of Santa Monica. The surrounding area is developed with the five-story, 72 foot high RAND Corporation building to the east, a 96 foot high hotel (Viceroy) to the southeast, and a 56 foot high office building along the western edge of the development (see Exhibit No. 1 and 2).

In August 1992, the Commission certified, with suggested modifications, the land use plan portion of the City of Santa Monica's Local Coastal Program, excluding the area west of Ocean Avenue and Neilson way (Beach Overlay District), and the Civic Center/RAND area. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications. The proposed project is part of the City's Civic Center Specific Plan (CCSP) approved by the City in 1993 and amended in 2005. The CCSP also includes an approximately 4 acre park located adjacent to this proposed mixed use development, playfield, new streets, a recently constructed 700 parking space public parking structure (CDP No. 5-03-489), a 13,300 square foot public safety building (CDP No. 5-98-269), and the recently completed 320,400 square foot RAND Corporation building (CDP No. 5-01-196).

According to the City, the project must have all entitlements including Coastal Commission approval prior to an October 2008 Multifamily Housing Program funding deadline in order to qualify for approximately \$10 million dollars of assistance for the affordable housing component.

B. Development

Section 30250 of the Coastal Act states in part that:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to

accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Section 30251 of the Coastal Act states in part that:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Section 30240 of the Coastal Act states:

- (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*
- (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

The proposed development consists of seven separate buildings and is divided into three separate sites within the Civic Center Specific Plan (CCSP) area. Site A and B will be constructed above a subterranean parking garage and site C will have a separate subterranean parking garage. The proposed project will be designed to be compatible in height to the surrounding uses. Sites A and B will be a maximum of 65 feet in height, as measured from the adjacent sidewalk on Ocean Avenue. Site C, will range in height from 68 to 96 feet. Building heights are designed to step down towards Ocean Avenue and the buildings are articulated with step backs, balconies and off-set top floors to create volumetric variation and maintain a pedestrian scale at street level (see Exhibit No. 5-9).

Heights of existing surrounding development vary from approximately 30 feet to over 96 feet in height. Buildings within the Civic Center, located east of Main Street, measure two to five stories, while the Civic Auditorium measures approximately 60 feet in height. The new Rand Corporation building [(CDP No. 5-01-196(Rand))] located immediately east of the project is 72 feet in height and the Viceroy Hotel, located to the south is eight stories and 96 feet in height. The existing office building [5-90-928 (Maguire Thomas Partners)] that separates Site C from Sites A & B is a four story, 57 foot high, commercial office/retail building. The Loews and Le Merigot Hotels are each 56 feet in height, as measured from Ocean Avenue.

The proposed project will include retail and restaurant space on the ground floor, with residential above, open space, in the form of a pedestrian street that will extend from Ocean

Avenue to Main Street, and a public open area along Ocean Avenue at Site C. The open areas and adjacent streets will be landscaped incorporating native and drought tolerant non-invasive vegetation, and according to the design plans the plant materials for the entire project area will be drawn from the local coastal “vernacular” of bluffs and arroyos to form a visual connection between the nearby Santa Monica bluffs and the project site. Plants include, California Sagebrush, Coyote Bush, California Lilac, Beach Strawberry, and California Sycamore. To ensure that the project will be landscaped with native drought tolerant and non-invasive plants, Special Condition No. 1 is necessary.

The general vicinity is developed with office, hotel, governmental buildings and retail uses. Because of the project’s location, the project will be compatible with the surrounding uses, and given the scale and bulk of the surrounding development and location of the development, the proposed development will not have any adverse impacts on public coastal views or coastal resources. The Commission, therefore, finds that the proposed project as conditioned will be compatible with the character and scale of the surrounding uses and with Sections 30240, 30250 and 30251 of the Coastal Act.

C. Coastal Access

The Commission has consistently found that a direct relationship exists between the provision of adequate parking and the availability of public access to the coast. Section 30211 of the Coastal Act states that:

Development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30252 of the Coastal Act requires that new development should maintain and enhance public access to the coast by providing adequate parking facilities. Section 30252 of the Coastal Act states in part:

The location and amount of new development should maintain and enhance public access to the coast by. . . (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation. . .

Therefore, in order to conform to the requirements of the Coastal Act, the proposed project must provide adequate support parking and/or public transit opportunities in order not to negatively impact parking for coastal access. The applicant is proposing to provide 619 on-site parking spaces within a multi-level subterranean parking garage and surface lot for the mixed use development consisting of 160 affordable residential units; 164 market rate condominium units, 5,748 square feet of retail; and 11,550 square feet of restaurant (10,425 square feet of serviceable area).

Through past Commission permit action the Commission has established for multi-family residential development a parking ratio of 2 parking spaces per unit, plus 1 guest parking

space per every seven units, and in some cases, has reduced the ratio to less than 2 per unit for affordable housing. For retail space the Commission has required 1 space per 225 square feet and 1 space per 50 square feet of serviceable area for restaurant use. Based on these parking ratios, the 324-residential units would require 695 parking spaces, the 5,748 square feet of retail would require 26 spaces, and the 11,550 gross square feet of restaurant or approximately 10,425 square feet of serviceable area (indoor and outdoor) would require 208 spaces for a total of 929 parking spaces. Based on the individual uses (strictly market rate and no shared use) the project is deficient 310 parking spaces.

According to the City, the reduced parking proposed for the project is based on: (1) a parking demand analysis for the affordable rental housing; and (2) a shared parking demand analysis for the ground floor commercial uses. The City's parking study concludes that the project design, mix of uses, and location is conducive to reduced parking demand and shared use, and that parking demand for the commercial uses would be reduced by approximately 50% from the Commission parking requirements.

The proposed project will provide the required 2 parking spaces per residential unit for the 164 market rate units, consistent with Commission parking requirements, plus 1 space per five units for guest parking, for a total of 363 spaces. For the 160 affordable units the project will provide parking at a reduced parking ratio of 1.23 parking spaces per unit. In addition, a total of 56 spaces, or 22% of the 234 Commission required parking, will be provided for the commercial use, for a total of 619 for the entire development.

The Commission, in past permit actions, has found that under certain circumstances, the parking demand generated by residential projects that provide low to very low-income housing (from 60% to less than 80% of average median income) is less than that generated by market-rate units. The Commission has found that with the location of bus stops, service routes, shopping areas, and medical facilities within close proximity to low income and senior housing projects there would be greater use of public transportation and less demand for car ownership for such development.

In past Commission permit actions, the Commission has approved seven housing projects over the past nineteen years in the City of Santa Monica with reduced parking. These past projects included senior citizen housing projects, single-room occupancy housing projects, a housing project for tenants with HIV/Aids, and two low-income family housing projects. The two low-income housing projects approved by the Commission included a 20-unit with 34 parking spaces, with a parking ratio of 1.7 parking spaces per unit, and a 44-unit with 82 parking spaces, with a parking ratio of 1.86 parking spaces per unit [5-96-229 and 5-03-270 (Community Corporation of Santa Monica)].

Based on a parking study prepared by a consultant for the applicant, the two low-income projects previously approved by the Commission have more than adequate parking and have a surplus of parking. The parking analysis (Linscott, Law & Greenspan, dated July 30, 2003, updated in August 2008) surveyed the approved mentioned projects including three other affordable projects in Santa Monica. The survey showed that tenants in similar low

income family housing projects, located in or just outside of Santa Monica's coastal zone, are less likely to own cars than higher income persons. The analysis included surveys of the parking lots for each project during the early morning and afternoon hours (weekday between 10:00 p.m. and 12:00 am; 2:00 a.m. and 4:00 a.m.; and weekend between 11:00 a.m. and 3:00 p.m.). Based on the survey, the average parking rate was 1.23 spaces per unit in 2003 and 1.11 spaces per unit in 2008 on the weeknights, and .85 spaces per unit on the weekend (2008). For all five of the low income projects included in the analysis, the actual parking demand was below the number of parking spaces provided at each project (See Parking Analysis, Exhibit No. 12).

In the proposed low-income housing project the applicant will provide residential parking at a total ratio of 1.23 (197 parking spaces). The amount of parking provided for the affordable housing portion of the project is consistent with the average parking ratio for similar projects surveyed in the general area, including the two projects approved by the Commission.

As in the similar affordable housing projects, the proposed project is located near public transportation lines, with bus service along Main Street and Ocean Avenue (see Exhibit Nos. 10 and 11), with a planned line along the proposed new street, Olympic Drive. The project is also within close proximity to the City's downtown commercial area. Therefore, necessary shopping areas, medical facilities and transportation facilities for tenants of this project are within close proximity or within easy access which will help reduce the need of vehicle ownership. Based on the parking studies submitted, the location of the project site, and on past Commission permit action, the proposed 197 parking spaces (160 reserved and 37 unreserved for residents and guest parking) for the 160-unit low-income housing component, will be sufficient parking to support the demand generated by the affordable units.

For the 19,248 square feet of ground floor commercial, a shared parking analysis was prepared utilizing the time of day parking demand indices recommended in the Shared Parking manual (second edition) published by the Urban Land Institute. The shared parking analysis considered many of the captive market and alternative transportation mode factors of the area including:

- The City of Santa Monica's shared parking policies for Civic Center parking resources;
- The City required Transportation Demand Management Program for this project that will substantially reduce Project traffic and parking demand;
- The substantial walk-in business for the Project's retail and restaurants given that:
 - Many customers for these businesses will be residents of the Project, and
 - Others will walk from nearby uses (City Hall, the Courthouse, the office building at 1733 ocean Avenue and several nearby hotels);
- The Project's close proximity to an extensive public transit network; and

- The significant number (i.e., more than 700 of publicly available parking spaces in close proximity to the project.

According to the analysis, due to the mixed-use nature of the project, the close proximity to other high generators of walk-in patrons, and the extensive public transit service provided immediately adjacent to the site, it is anticipated that there will be a substantially reduced parking demand generated by the project.

To help ensure that the parking demand will be reduced, the City requires that a minimum of 50% of the 5,748 square feet of retail space be neighborhood serving to attract residents, employees and hotel guests from the surrounding area. The project is located within close proximity to a number of significant generators of walking trips, including Santa Monica City Hall, Santa Monica courthouse, the Civic Auditorium, the Viceroy Hotel, Le Merigot Hotel, Loews Santa Monica Beach Hotel, the Rand Corporation, and the Maguire Office building. It is anticipated that employees and visitors to these surrounding uses will utilize the commercial uses within the project without needing to drive. Further, the project is part of the Civic Center Specific Plan area where the City has recently constructed an 876 space parking garage to help support uses within the Civic Center area. The parking structure is located approximately 700 feet, or one block east of the project site. The parking structure, with approximately 700 publicly available spaces, is currently underutilized (less than 5% occupied during the afternoon). It is anticipated that some visitors to the Village project will utilize the available parking within the parking garage, including the new on-street parking spaces (approximately 16 -18) that will be created along the proposed new road segment, Olympic Drive, located adjacent to the project. In addition, the project will also share 37 unreserved spaces of the affordable housing guest parking, that are anticipated to be surplus parking, with the commercial uses.

Furthermore, the City has conditioned the project to reduce vehicular trip generation at the site through Sustainable Transportation Measures to minimize vehicle trips to and from the site. Part of these measures include requiring a minimum of 50% of the retail uses on-site to be neighborhood serving and utilize shared parking between commercial and residential guest uses. The development will incorporate a Transportation Demand Management (TDM) program that has a performance target to reduce vehicle trips (approximately 2,521 daily trips) anticipated by the EIR by 35%. The TDM will include such measures as: providing car-pooling parking spaces; an on-site car share program; concierge service to accept deliveries and complete certain specified errands in sequential grouped trips; transit subsidy for employees and low-income residences; provision of transportation information/promotions about transit services, bicycle facilities for employees, residents, and visitors; on-site sales of transit fares; and provision of a minimum of 100 secure bicycle parking spaces, with shower and locker facilities for employees of the commercial use.

The City will contract with an independent third party consultant to monitor compliance with the performance targets on a bi-annual basis to determine if the identified measures are achieving the goals and, if not, the program will be revised as feasible in an effort to attain compliance.

The City is also requiring the developer to contribute a total of \$700,000 to a transit service development fund, to support and improve public transit to the site and provide and improve transit to and from local schools.

The project incorporates features that would help discourage vehicular travel and encourage alternative forms of transportation. These include the mixed-use nature of the project itself, the proposed housing that would complement existing downtown jobs, and the project's location in an area well-served by transit and within walking distance of major uses and destinations. As designed and located, it is anticipated that the demand for parking will be significantly reduced. In the event that the demand is higher than expected, the potential impact to public access will not be significant. Any increase in demand beyond the on-site parking supply will be met by the nearby Civic Center parking structure and the available street parking located around the Civic Center area. Furthermore, the street parking in the surrounding area is not heavily used for beach parking due to its location from the beach and because the street spaces are generally short-term metered. Beach parking is generally closer to the beach and along residential streets, where visitors can park for longer periods of time, and in the beach parking lots where there is an ample supply of public parking. The City has stated in previous Commission permit actions that within the Coastal Zone there are over 10,000 public parking spaces including approximately 5,434 parking spaces within public beach lots and on the Pier; 550 metered street spaces; and 330 metered lot spaces. Of the total parking within the beach lots the peak utilization rate during the summer was 58%, or a total surplus of 3,151 spaces. Within the two main South Beach lots, that provide 2,406 spaces, the occupancy rate during the summer is approximately 67% during the weekend. During the weekday, occupancy rates are even lower with a maximum of approximately 41% (summer 2007). Therefore, the South Beach lots have a surplus of at least 793 parking spaces during the summer, including during summer holiday periods. In addition to the supply of public parking and mass transit service, the City has committed significant resources towards improvements that have made beach access easier and safer throughout the City's coastal zone. New improvements include additional signals, and crosswalks, reconstruction of intersections, and the addition of median islands. Furthermore, the City has previously stated that they have invested over 25.9 million dollars in beach improvements over the last 14 years in order to enhance the beach experience for coastal visitors. These improvements include creation of a beach bike path, improved beach park and play areas, and restoration of the Santa Monica Pier. The City is also currently constructing a public beach facility in the north beach area (CDP No. 5-06-226). The City has also implemented a signage program to improve visitor access to the coast and is developing a marketing program to better inform regular visitors and new visitors of the various beach parking options available along the coast.

Therefore, as proposed, the project will provide adequate parking on-site and will have support parking within the Civic Center parking structure so that the project will not have a significant impact on the surrounding area and on public beach access. Furthermore, through the TDM program, contribution to transit programs and provision of alternative

transportation, the project's parking demand will be reduced. However, to ensure that the development will continue to incorporate the TDM program to reduce parking and traffic so that parking generated by the development will not adversely impact public parking in the surrounding area, Special Condition No. 2, requiring the implementation and monitoring of the City's TDM program, is necessary. However, one of the TDM measures include "unbundling and Lease of Parking Spaces". This measure would allow the condominium units within the development to lease unused residential spaces to third parties. Although this has the potential to tap into a source of underutilized parking spaces for use by others that require additional parking, such as other condominium owners within the project, the City, or other nearby uses, it also has the potential to create on-site parking shortages for the residents of the development in the event that demand by the individual units change over time due to changes in ownership, where the new owners require spaces that were previously not needed and leased to other uses. This may force residents to park off-site and on public streets whereby impacting public parking used for beach parking. According to the City, unbundling and leasing of spaces is an option for the developer and not required by the City. However, the issues created by this measure have not been fully resolved between the City and developer and although this measure may not ever be implemented, it could have an adverse impact on surrounding public parking and beach access if it is implemented in the future. Therefore, this measure should not be part of the TDM until the City/developer has completely analyzed the operational details of this measure and determined the potential impacts to on-site and off-site parking. To ensure that this measure does not adversely impact public beach access and is consistent with the Chapter 3 policies of the Coastal Act, the applicant/developer shall, prior to implementing this measure, submit an amendment to this permit for review and approval by the Commission, with supporting parking studies and a detailed analysis of how this measure would operate. Special Condition No. 3 requires that any change to the parking, including the future provision of leasing of on-site parking, shall require an amendment to this permit.

Furthermore, any change from the proposed low-income rental units to higher income rentals, or to a market rate residential project, would constitute "development", as defined in Section 30106, and may have an impact on the parking demand generated by the project. The City has indicated that the affordable units are required to remain as affordable units for 99-years. In past Commission permit action the Commission has required low-income projects to remain affordable for at least 50 years or the life of the project. As required by the City, the time period exceeds the Commission's requirement and is therefore consistent with past permit actions with regards to preserving affordable housing. However, to ensure that these units remain as low-income rental units as approved by this permit, Special Condition No. 4 requires an amendment to this permit for any change to the project description as proposed by the applicant, such as conversion of these units to a higher income requirement. If the applicant were to submit such an amendment request, it would have to demonstrate that such a change would not adversely impact public parking or that parking impacts on coastal access or recreation are mitigated. Furthermore, to ensure that the general public is aware of the availability of public parking within the subterranean parking structures and alternative parking is provided at the nearby Civic Center parking garage, Special Condition No. 5 requires the applicant to place signs on the exterior portion

of the building or at the entrance of the parking garages, notifying the public of the location and availability of the public parking. The applicant shall submit a signage plan, for the review and approval of the Executive Director, showing the location, size and wording to be used.

The Commission, therefore, finds that only as conditioned will the project not adversely impact coastal access and will be consistent with Section 30211 and 30252 of the Coastal Act and with the applicable policies of the City's certified LUP.

D. Control of Polluted Runoff

Section 30230 states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed project poses a potential source of pollution due to contaminated runoff from the proposed construction, parking areas and other hardscape. The City, to mitigate potential impacts from development, has adopted an Urban Runoff Ordinance. The ordinance requires projects to incorporate best management practices with extensive recommendations and measures to reduce or prevent contaminants from running off the site. The City requires all new development to achieve twenty- percent reduction of the projected runoff for the site and the use of oil and water separators or clarifiers to remove petroleum-based contaminants and other pollutants. Furthermore, the City has a new state-of-the-art stormwater treatment facility that treats all dry weather storm runoff. Runoff from all new development is directed to existing stormdrains, which direct stormwater to the treatment facility.

Coastal Commission water quality staff has previously reviewed the City of Santa Monica's water quality standards for similar projects and has determined that the City's standards are consistent with standards imposed by the Commission.

However, unlike previous Commission approved projects, this proposed project involves a significant amount of excavation. A potential water quality problem can come from excavation for the underground parking garage. Based on test borings, groundwater was found at depths of 46.5 to 55 feet below grade. The proposed subterranean structure is proposed at a depth of approximately 33 feet below grade. As proposed, the depth of construction will not encounter groundwater. Although the structure will be above the level of the groundwater, future groundwater levels may rise above the base of the structure during construction and require dewatering. In addition, groundwater and/or percolating surface water may collect in the bottom of the parking structure during or after construction and may require pumping.

If groundwater is to be pumped during construction, the EIR states that a National Pollution Discharge Elimination System (NPDES) permit or a sanitary sewer discharge permit will be obtained from the Regional Water Quality Control Board or the Sanitary District. However, to ensure that the dewatering does not adversely impact water quality by introducing sediments or other contaminants into coastal waters, via the storm drain, Special Condition No. 6 is necessary, requiring the applicant to provide the installation of filters on all dewatering pumps and sump pumps. Therefore, only as conditioned will the proposed project be consistent with the Coastal Act and past Commission action with regards to water quality requirements to minimize water quality impacts. To ensure that the development complies with the City requirements, Special Condition No. 7 is necessary to require compliance with the City's water quality requirements. The Commission, therefore, finds that, as conditioned, the development will be consistent with Section 30230 and 30231 of the Coastal Act.

E. Cultural Resources

Section 30244 of the Coastal Act states:

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The proposed site has previously been developed and disturbed in the past. According to the EIR, archaeological records indicate the presence of two prehistoric sites within a one-mile radius of the Civic Center area. The EIR states that the potential for the presence of archaeological resources is small due to past development of the site, however, there is a small possibility of a deeply buried site being uncovered during excavation.

In past permit action, the Commission has required the applicants to monitor all grading and construction activities and has required appropriate recovery and mitigation measures, regarding

excavation, reporting and curation. To ensure that the project is consistent with Past Commission action, special conditions are necessary to ensure consistency with the Coastal Act. To assure that the proposed project remains sensitive to the concerns of the affected Native American groups, a Native American monitor should be present at the site during all excavation activities to monitor the work, and be present in case artifacts or remains are discovered. The monitor should meet the qualifications set forth in the Native American Heritage Commission (NAHC's) guidelines. Therefore, as conditioned, the proposed project is consistent with Section 30244 of the Coastal Act which requires reasonable mitigation measures to be provided to offset impacts to archaeological resources.

Once a site is determined to contain significant cultural resources a Treatment Plan (Mitigation Plan) will be prepared and reviewed by the appropriate Federal and State reviewing agencies. The Treatment Plan will outline actions to be implemented to mitigate impacts to the cultural resources found at the site(s). To determine whether the Treatment Plan is consistent with the proposed permit or if an amendment to this permit is required, the applicant is required by Special Condition No. 8 to submit a copy of the Treatment Plan to the Commission. The Executive Director, after review of the Treatment Plan, will determine if an amendment will be required. The Executive Director will require an amendment if there is significant additional excavation required or there is a significant change in area of disturbance or change in the type of excavation procedures.

In the event that grave goods are found, the Los Angeles County Coroner's Office will be notified in compliance with state law, and they in turn will request the Native American Heritage Commission to determine the cultural affiliation.

The Native American Heritage Commission's Archaeological Guidelines also recommend that the research design include arrangements for curation of collections when appropriate, and dissemination of the research findings. Regarding curation, there must be some assurance that the collection and related field records, catalogs and reports will be properly curated. Without proper curation there is no assurance that the value of information obtained will be retained in perpetuity. A qualified curation facility is one that meets the State Historic Preservation Office (SHPO) guidelines, such as the San Bernardino County Museum. However, there is no guarantee that the facility will be able to accept the collections once the artifacts are ready for curation. Consequently, if another facility is available that meets SHPO's guidelines, it would also be appropriate to allow curation to occur there. In any case, curation of any significant artifacts must be assured in order to find that the proposed project meets Section 30244 of the Coastal Act's requirement for reasonable mitigation. Therefore, as a condition of approval, artifacts of significant cultural value collected as a result of this project at the archaeological sites shall be curated at a qualified curation facility. If no qualified curation facility is available at the time the project is complete, an amendment to this permit shall be required to determine the appropriate curation process. The Commission finds, therefore, that as conditioned, the proposed project is consistent with Section 30244 of the Coastal Act.

F. Local Coastal Program

Section 30604(a) of the Coastal Act states that:

Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

In August 1992, the Commission certified, with suggested modifications, the land use plan portion of the City of Santa Monica's Local Coastal Program, excluding the area west of Ocean Avenue and Neilson Way (Beach Overlay District) and the Civic Center. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications. As discussed above, the Commission found that the proposed project will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

G. Development Agreement

California Government Code Section 65869 stipulates that development agreements shall not be applicable to development in the coastal zone unless, prior to certification of the local coastal program ("LCP") for the jurisdiction in which the development is located, the Commission, through formal action, approves the development agreement.

Since the LCP for the City of Santa Monica has not been certified, the Commission will have to approve the development agreement before the agreement can be effective. The Development Agreement is currently not before the Commission. The City has submitted the Development Agreement as a background document as part of the application for the Coastal Development Permit for the proposed development. Therefore, a special condition is necessary to place the applicant (City) on notice that the development agreement is an agreement between the applicant and the developer, and is not effective in the Coastal Zone until it has been formally submitted and approved by the Commission.

H. California Environmental Quality Act.

Section 13096 of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible

mitigation measures available, which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project, as conditioned, is consistent with the applicable policies of the Coastal Act. There are no feasible alternatives or mitigation measures available, which would substantially lessen any significant adverse impact, which the activity may have on the environment. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.

APPENDIX 1

CULTURAL RESOURCES SIGNIFICANCE TESTING PLAN PROCEDURES

A. An applicant seeking to recommence construction following discovery of the cultural deposits shall submit a Significance Testing Plan for the review and approval of the Executive Director. The Significance Testing Plan shall identify the testing measures that will be undertaken to determine whether the cultural deposits are significant. The Significance Testing Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), and the Most Likely Descendent (MLD) when State Law mandates identification of a MLD. The Executive Director shall make a determination regarding the adequacy of the Significance Testing Plan within 10 working days of receipt. If the Executive Director does not make such a determination within the prescribed time, the plan shall be deemed approved and implementation may proceed.

1. If the Executive Director approves the Significance Testing Plan and determines that the Significance Testing Plan's recommended testing measures are de minimis in nature and scope, the significance testing may commence after the Executive Director informs the permittee of that determination.

2. If the Executive Director approves the Significance Testing Plan but determines that the changes therein are not de minimis, significance testing may not recommence until after an amendment to this permit is approved by the Commission.

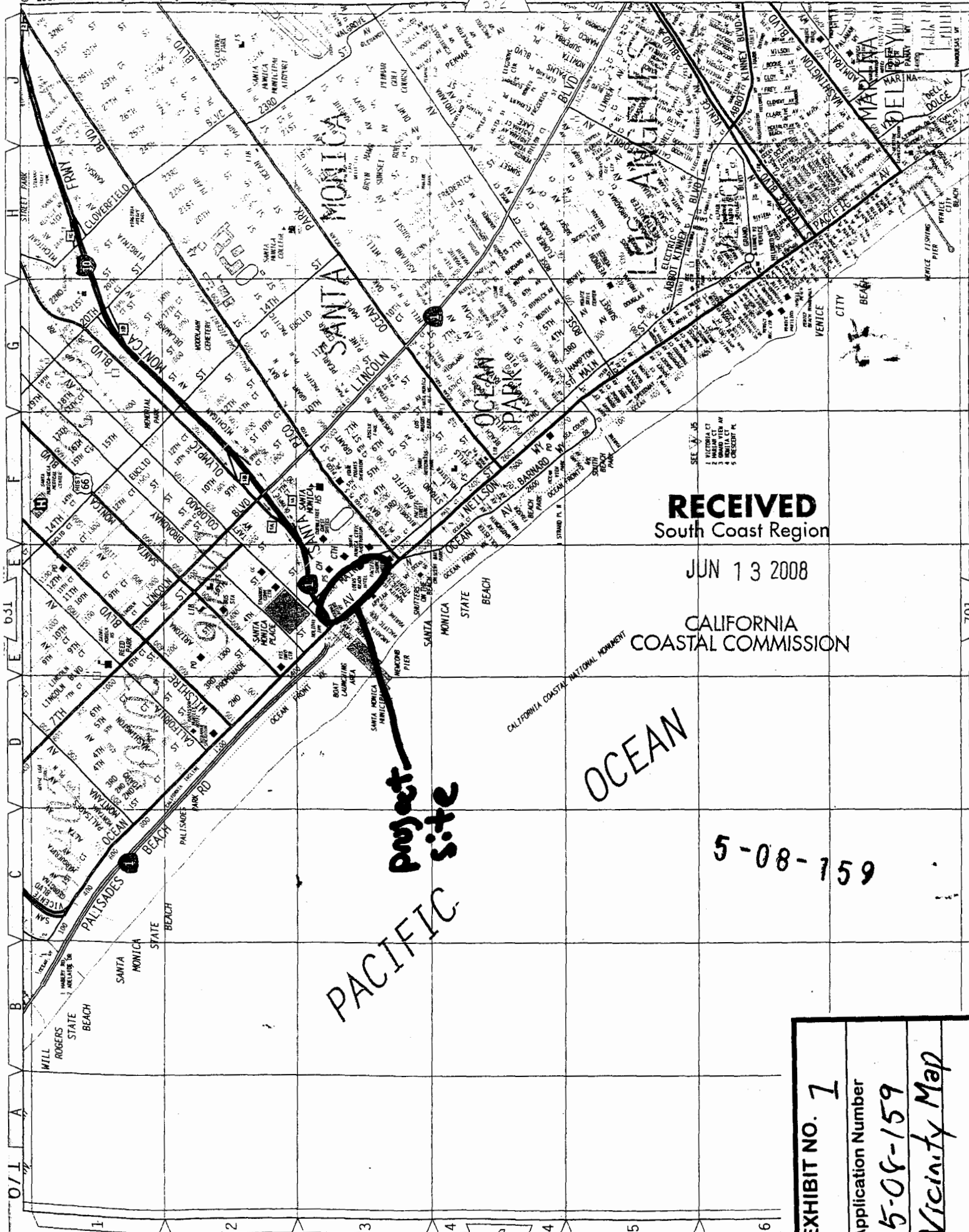
3. Once the measures identified in the significance testing plan are undertaken, the permittee shall submit the results of the testing to the Executive Director for review and approval. The results shall be accompanied by the project archeologist's recommendation as to whether the findings are significant. The project archeologist's recommendation shall be made in consultation with the Native American monitors and the MLD when State Law mandates identification of a MLD. The Executive Director shall make the determination as to whether the deposits are significant based on the information available to the Executive Director. If the deposits are found to be significant, the permittee shall prepare and submit to the Executive Director a supplementary Archeological Plan in accordance with subsection D of this condition and all other relevant subsections. If the deposits are found to be not significant, then the permittee may recommence grading in accordance with any measures outlined in the significance testing program.

B. An applicant seeking to recommence construction following a determination by the Executive Director that the cultural deposits discovered are significant shall submit a supplementary Archaeological Plan for the review and approval of the Executive Director. The supplementary Archeological Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), the Most Likely Descendent (MLD) when State Law mandates identification of a MLD, as well as others identified in subsection E of this condition. The supplementary Archeological Plan shall identify proposed investigation

and mitigation measures. The range of investigation and mitigation measures considered shall not be constrained by the approved development plan. Mitigation measures considered may range from in-situ preservation to recovery and/or relocation. A good faith effort shall be made to avoid impacts to cultural resources through methods such as, but not limited to, project redesign, capping, and placing cultural resource areas in open space. In order to protect cultural resources, any further development may only be undertaken consistent with the provisions of the Supplementary Archaeological Plan.

1. If the Executive Director approves the Supplementary Archaeological Plan and determines that the Supplementary Archaeological Plan's recommended changes to the proposed development or mitigation measures are de minimis in nature and scope, construction may recommence after the Executive Director informs the permittee of that determination.
2. If the Executive Director approves the Supplementary Archaeological Plan but determines that the changes therein are not de minimis, construction may not recommence until after an amendment to this permit is approved by the Commission.

C. Prior to submittal to the Executive Director, all plans required to be submitted pursuant to this special condition, except the Significance Testing Plan, shall have received review and written comment by a peer review committee convened in accordance with current professional practice that shall include qualified archeologists and representatives of Native American groups with documented ancestral ties to the area. Names and qualifications of selected peer reviewers shall be submitted for review and approval by the Executive Director. The plans submitted to the Executive Director shall incorporate the recommendations of the peer review committee. Furthermore, upon completion of the peer review process, all plans shall be submitted to the California Office of Historic Preservation (OHP) and the NAHC for their review and an opportunity to comment. The plans submitted to the Executive Director shall incorporate the recommendations of the OHP and NAHC. If the OHP and/or NAHC do not respond within 30 days of their receipt of the plan, the requirement under this permit for that entities' review and comment shall expire, unless the Executive Director extends said deadline for good cause. All plans shall be submitted for the review and approval of the Executive Director.



RECEIVED
South Coast Region

JUN 13 2008

CALIFORNIA
COASTAL COMMISSION

Project site
PACIFIC

OCEAN

5-08-159

EXHIBIT NO. 1
Application Number 5-08-159
Vicinity Map
California Coastal Commission

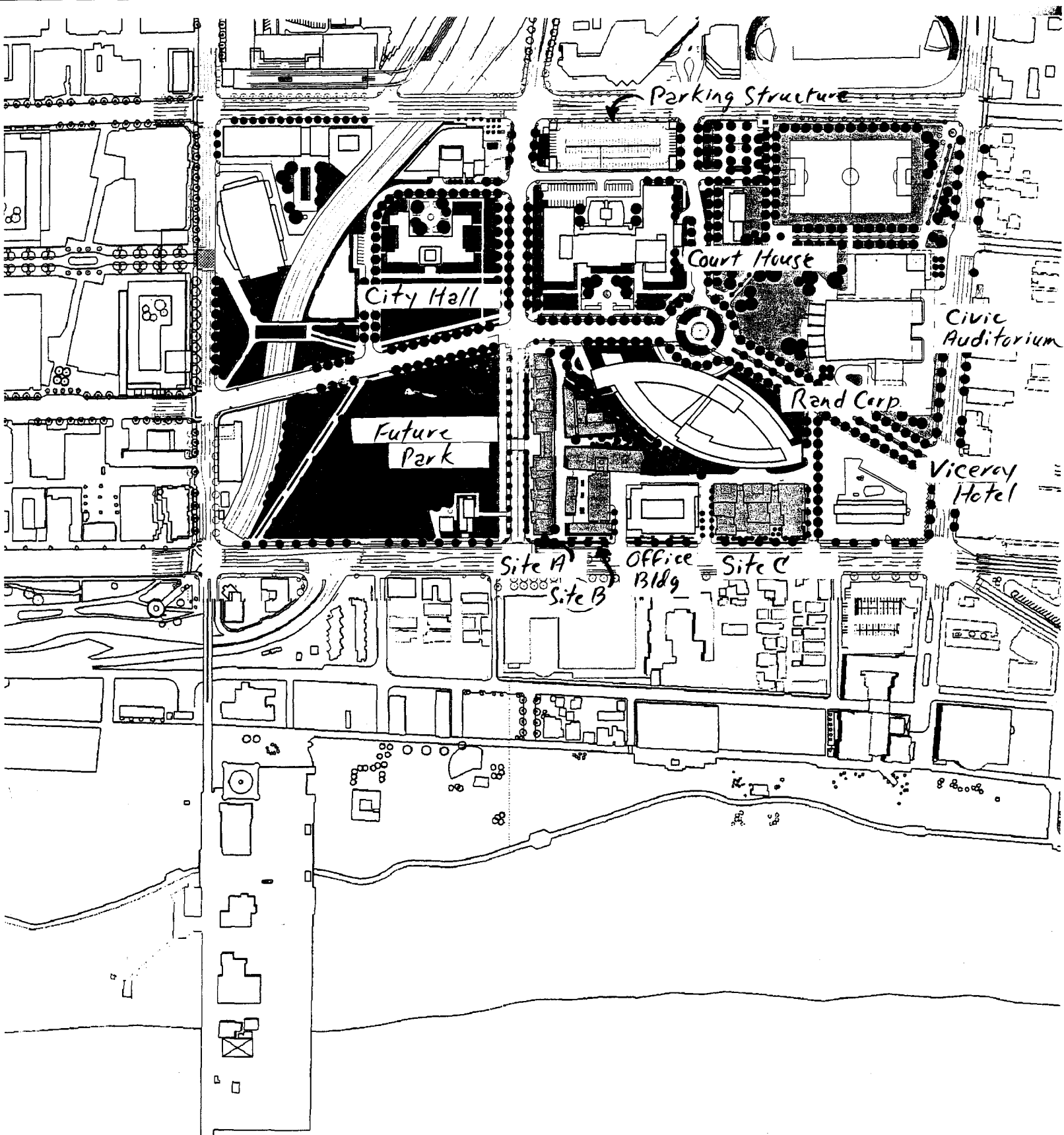


EXHIBIT NO

2

Application Number

5-08-159

Area Map

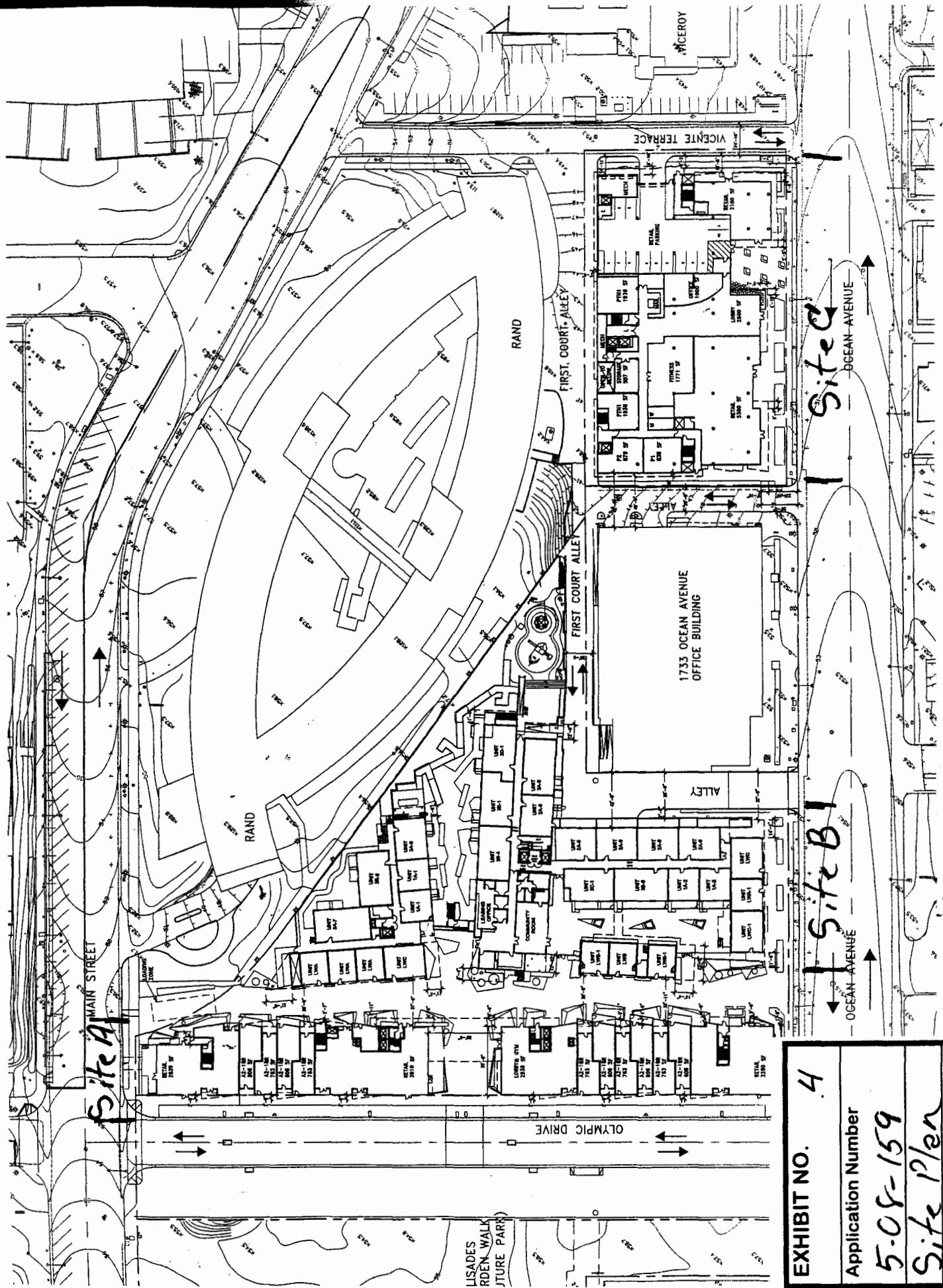
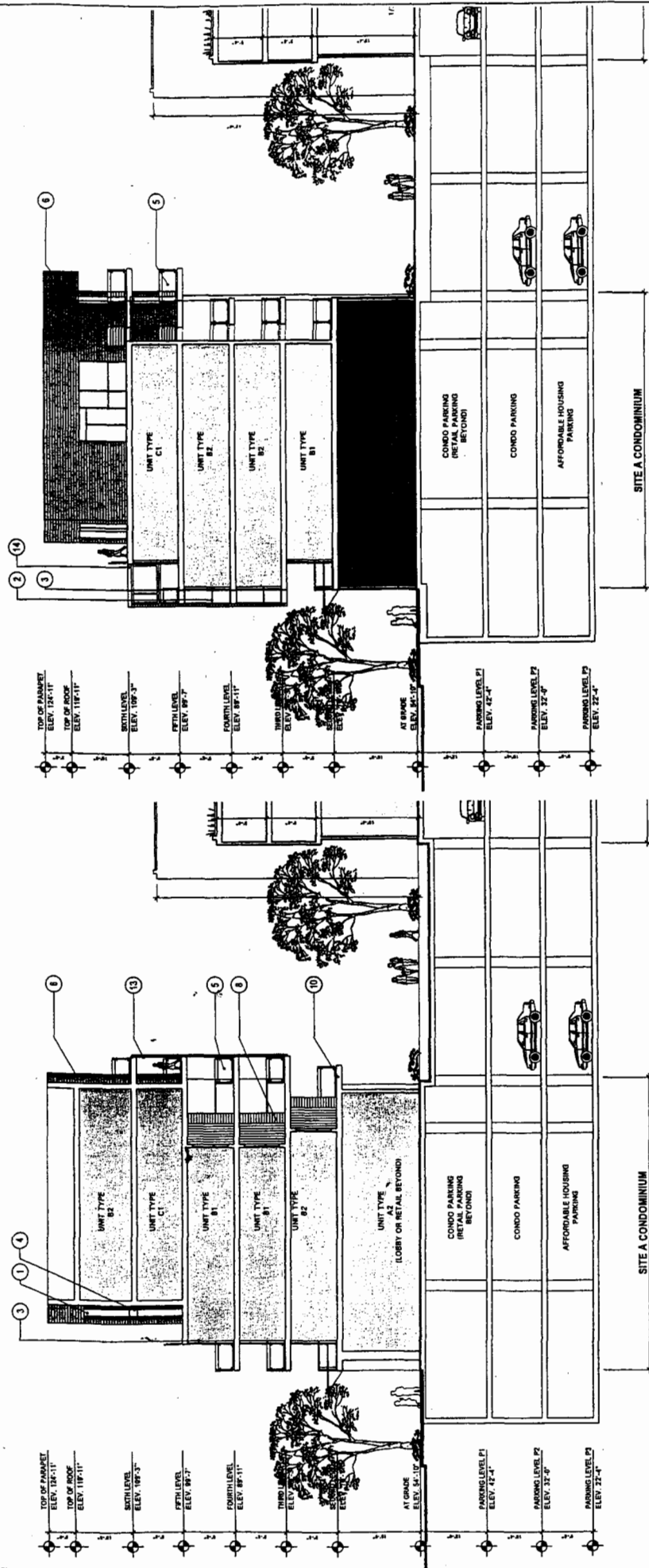


EXHIBIT NO.	4
Application Number	5-08-159
Site Plan	
California Coastal Commission	



California Coastal Commission



SECTION A 3
A9.2

SECTION B 4
A9.2

EXHIBIT NO. 6
Application Number 5-08-159
Cross-Sections Site A
California Coastal Commission

The Village

SANTA MONICA
CALIFORNIA

MATERIAL LEGEND

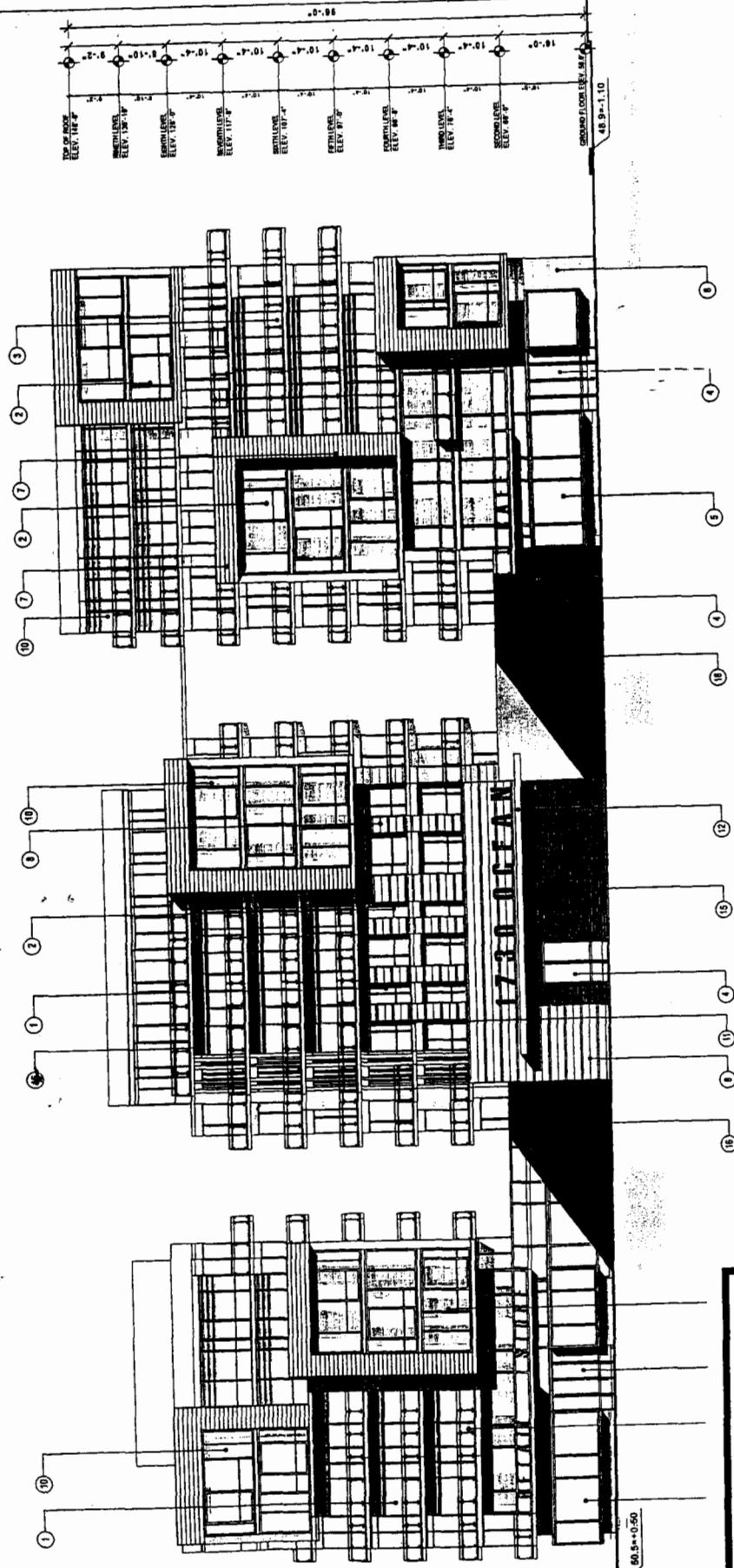
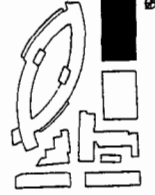
- 1 INSIDE GLASS CLAMP
INSULATED UNIT WITH
CLEAR LOW-E
- 2 POWDER COATED STEEL
FRAMED WINDOW
- 3 FRAMELESS SCREEN MOUNT
LAMINATED GLASS RAILING WITH TYPE
316 ST. ST. SUPPORT AND HANDRAILS
- 4 STAINLESS STEEL LAMINATED ENTRANCE
WITH GLAZED DOOR
- 5 STAINLESS STEEL
ALUMINUM FRAMED
STONE POINT
- 6 LAMINATED COLOR GLASS
PANEL
- 7 ZINC PANEL CLADDING
- 8 PRECAST CONCRETE LINETONE
STONE PANEL
- 9 GLAZED WALL FOUNTAIN
- 10 STAINLESS STEEL 20 BENT SHAFTS/ROD
ANCHORED WITH WEST SOUTH
AND NORTH FACING
- 11 STAINLESS STEEL SCREEN MOUNT
LAMINATED GLASS CANOPY
- 12 ZINC CANOPY
- 13 ALL EXPOSED STEEL CORNICE WITH
PROTECTIVE CLADDING
- 14 ALL UNIFORMITY OF BALCONIES
CLAD WITH ZINC
- 15 WOOD SCREENING MOUNT FISH
ALUMINUM SUPPORT
- 16 TYPED WALL GREEN SCREEN
- 17 ALUMINUM ROLLED SHUTTER

10/27/16R
ELEVATIONS

SHEET NO.:

C8.0

0' 20' 10'



WEST ELEVATION 1
C8.0

EXHIBIT NO. 7

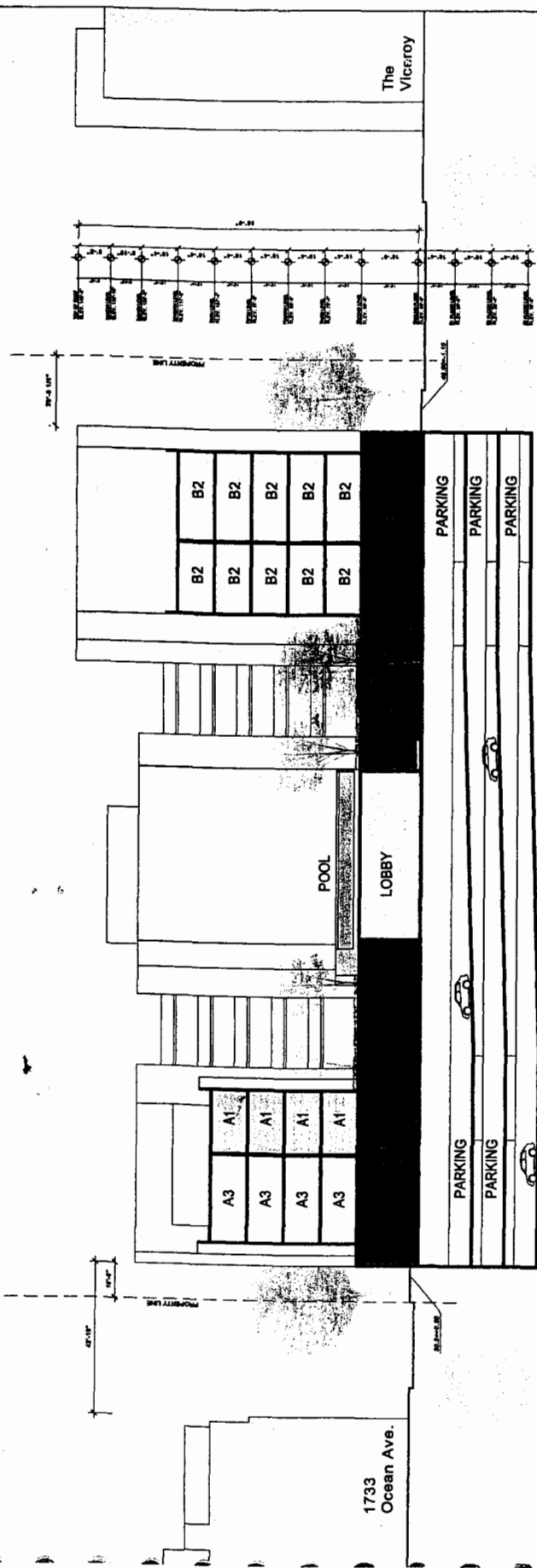
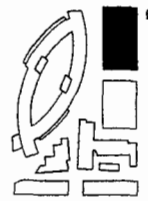
Application Number

5-08-159

West Elevations

Site C

California Coastal Commission



SECTION B | 1 | C9.1

EXHIBIT NO.	8
Application Number	5-08-159
Cross-Section	Site A
California Coastal Commission	

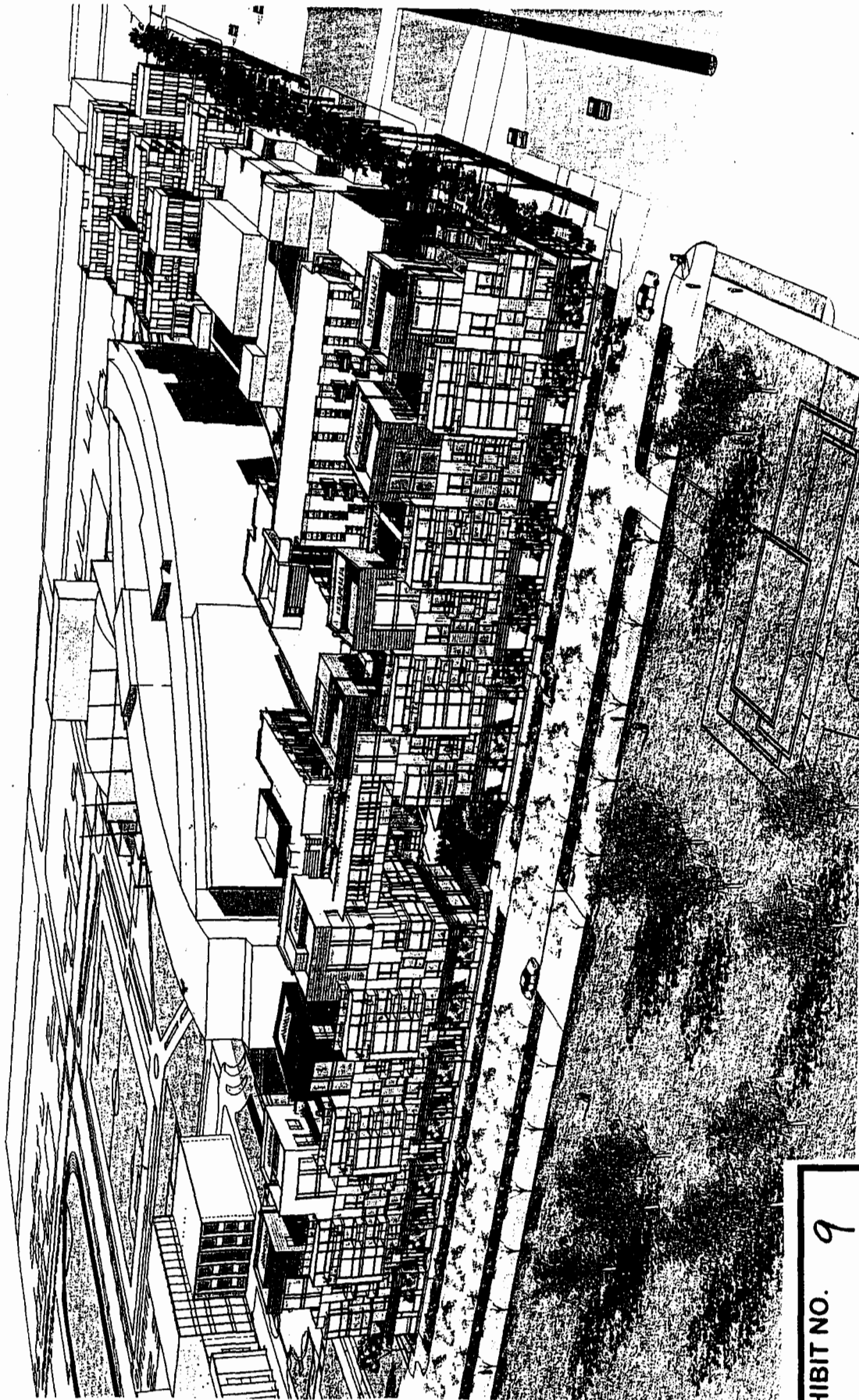
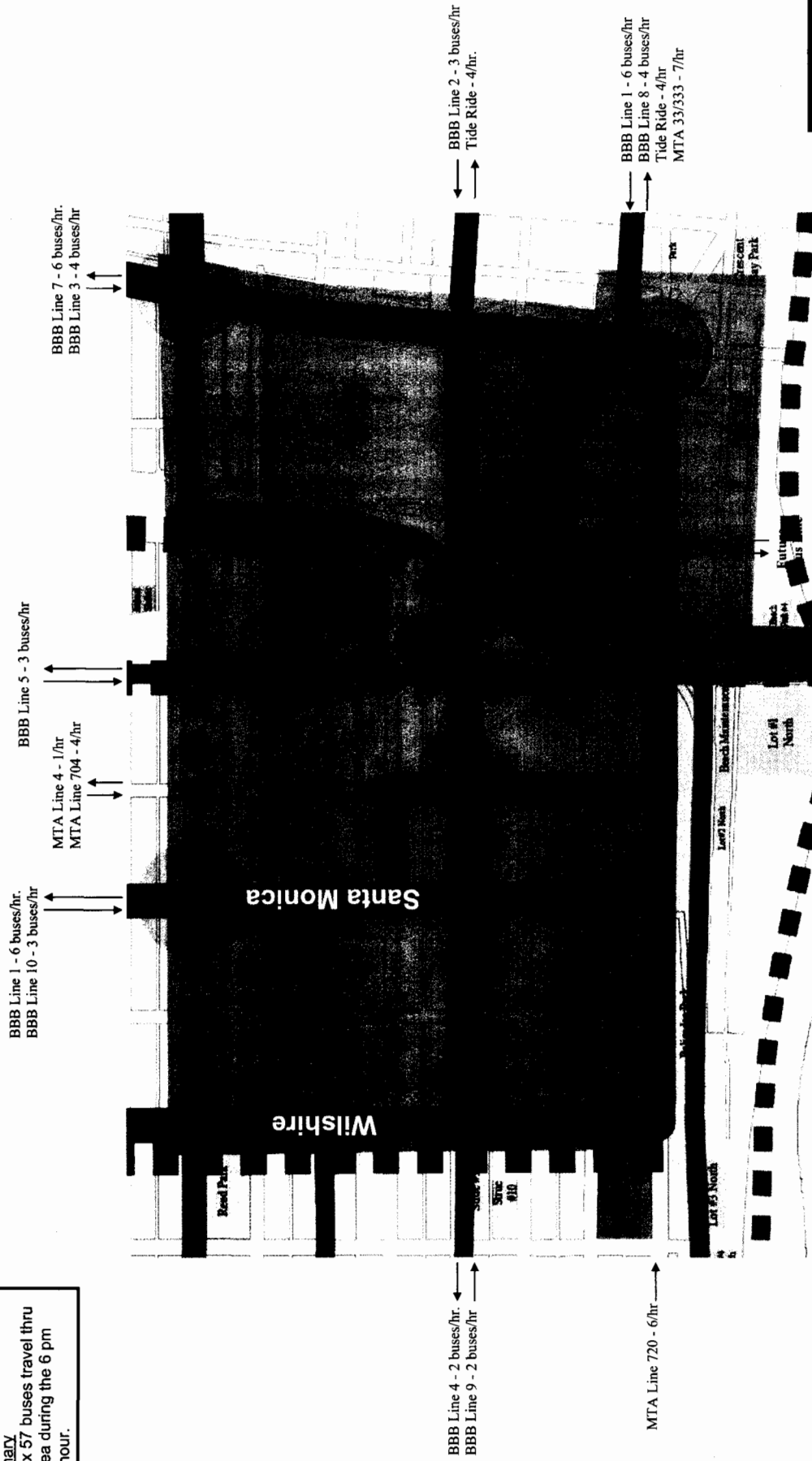


EXHIBIT NO.	9
Application Number	5-08-159
	Rendering
California Coastal Commission	

THE VILLAGE AT THE SANTA MONICA CIVIC CENTER
TRANSIT NETWORK MAP
6 PM PEAK HOUR

Summary
Approx 57 buses travel thru
the area during the 6 pm
peak hour.



LEGEND
BBB - Big Blue Bus

EXHIBIT NO. 10
Application Number 5-08-159
Treas. & Map GPM
California Coastal Commission

Underlying map excerpted
and edited from the City of
Santa Monica Land Use and
Circulation Element Strategy
Framework (May 2008)
(prepared by Nelson/Nygaard)

THE VILLAGE AT THE SANTA MONICA CIVIC CENTER
TRANSIT NETWORK MAP
12 NOON PEAK HOUR

Summary
Approx 49 buses travel thru
the area during the 12 noon
peak hour.

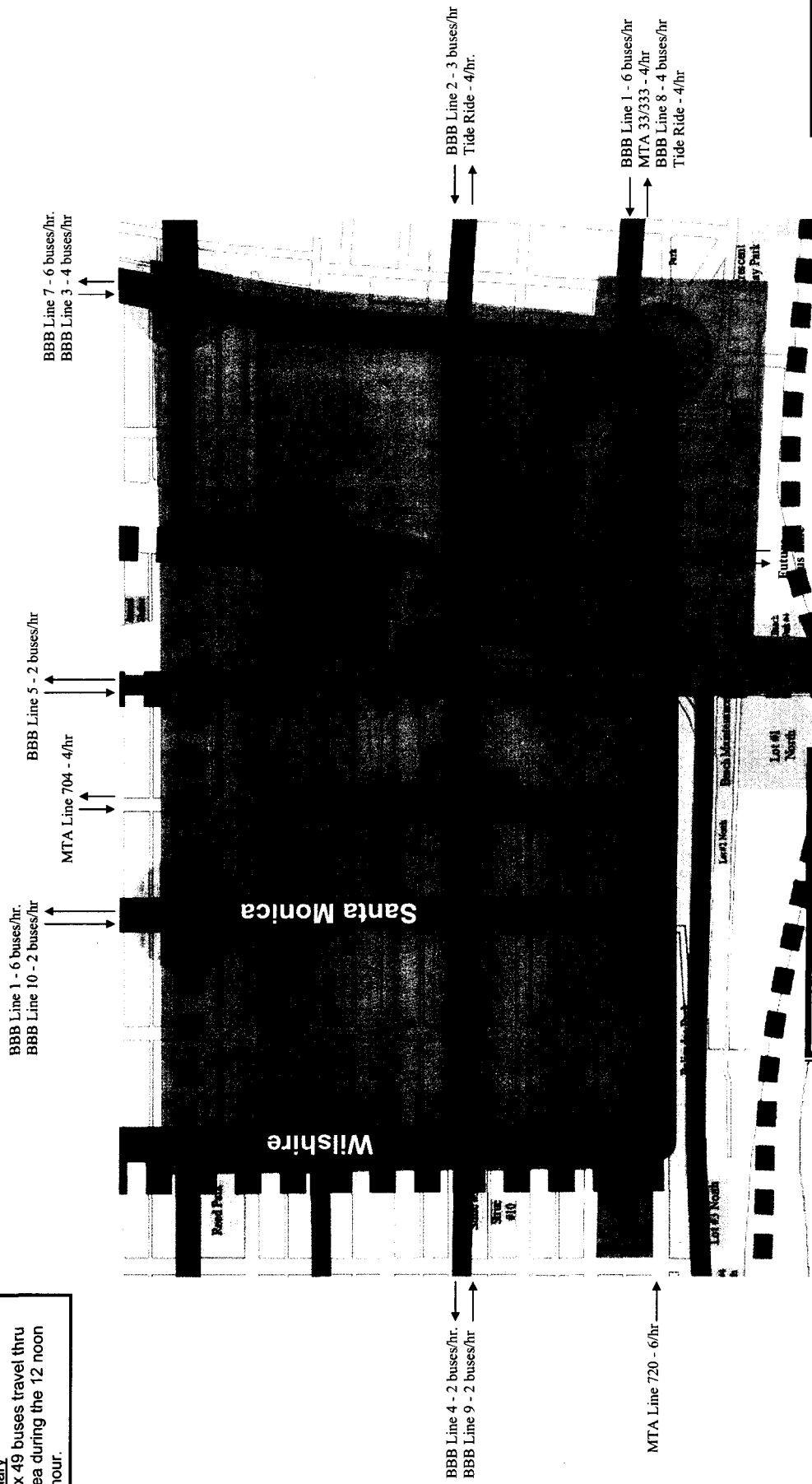


EXHIBIT NO.	11
Application Number	5-08-159
	Trans. Map
	12 noon
	California Coastal Commission

Underlying map excerpted
and edited from the City of
Santa Monica Land Use and
Circulation Element Strategy
Framework (May 2008)
(prepared by Nelson/Nygaard)

AUG 18 2008

CALIFORNIA
COASTAL COMMISSION

MEMORANDUM

To: Gino A. Canori
Related

Date: August 15, 2008

From: David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers

LLG Ref: 1-073713-1

Subject: **Parking Demand Analysis for the Santa Monica Village Project**

LINSCOTT
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Parking

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San Diego
Las Vegas

This *revised* parking demand analysis has been prepared for the Santa Monica Village Project located in the Civic Center area of the City of Santa Monica. The proposed project will consist of 160 affordable residential units (rental), 164 market-rate condominiums, and 19,248 square feet of ground floor commercial uses. It is noted that of the 19,248 square feet of floor area, approximately 5,748 square feet would be devoted to retail uses and 13,500 square feet would be allocated for restaurant uses (plus an additional 3,000 square feet of outdoor restaurant service area). This revised parking demand supersedes our prior report dated June 12, 2008 based on comments received from Coastal Commission staff.

The project proposes to provide parking on-site based upon: (1) Coastal Commission requirements for the market-rate condominiums; (2) a parking demand analysis for the affordable rental housing; and (3) a shared parking demand analysis for the ground floor commercial uses.

It is concluded that the Village Project provides sufficient off-street parking taking into account:

- ▶ the City of Santa Monica's shared parking policies for Civic Center parking resources;
- ▶ the City-required Transportation Demand Management Program for this Project that will substantially reduce Project traffic and parking demand;
- ▶ the substantial walk-in business for the Project's retail and restaurants given that:
 - many customers for these businesses will be residents of the Project, and
 - others will walk from nearby uses (City Hall, the Courthouse, the office building at 1733 Ocean Avenue and several nearby hotels);
- ▶ the Project's close proximity to an extensive public transit network; and
- ▶ the significant number (i.e., more than 700) of publicly-available parking spaces in close proximity to the project.

These factors are discussed more fully below.

EXHIBIT NO.	12
Application Number	5-08-159
	Parking Demand
	Analysis
	California Coastal Commission

Coastal Commission Parking Guidelines

The Coastal Commission Guidelines contemplate the following as related to parking:

- Residential. Two parking spaces for each multi-family residential unit, plus one guest parking space for every seven units.¹ There is no variation in the Coastal Commission parking rates with respect to the number of bedrooms in each unit, or whether the unit is affordable or market rate. However, it has been the practice of the Coastal Commission to approve a reduced parking requirement for affordable housing projects in Santa Monica.

Further, the Coastal Commission Guidelines do not specify a rate for live/work units. However, it is reasonable to conclude that such units would not generate a parking rate different than regular units since these residents would be encouraged to work from their residences.

- Retail. For retail uses, the Coastal Commission Guidelines contemplate one parking space for each 225 square feet of building floor area.
- Restaurant. For restaurant uses, the Coastal Commission Guidelines contemplate one parking space for each 50 square feet of service area (indoor and outdoor service areas). There is no parking requirement for non-public uses within restaurants such as kitchen areas, storage, etc.

The relevant Coastal Commission Guidelines applied to the proposed uses within the Santa Monica Village Project are summarized in *Table 1* below. It is noted in preparation of the analysis summarized in *Table 1* that for the restaurant floor area, it is assumed based on information provided by the applicant that the service area is approximately 55% of the total 13,500 square feet of indoor restaurant space (i.e., 7,425 square feet of indoor service area). Thus, together with the outdoor service area (3,000 square feet), a total of 10,425 square feet of restaurant service area is considered in the parking analysis.

¹ The Coastal Commission Guidelines contemplate one guest parking space for every four units for residential projects on Ocean Avenue. As much of the Santa Monica Village Project is oriented towards Olympic Drive, the rate of one guest parking space for every seven units has been assumed in this analysis.

Table 1
Coastal Commission Guidelines

Village Development Program		Coastal Commission Parking Guidelines	
Use	Size	Rate	No. of Spaces
<u>Site B (Affordable)</u>			
1 BR	28 units	2 per unit	56
2 BR	56 units	2 per unit	112
3 BR	66 units	2 per unit	132
Live/Work	10 units	2 per unit	20
Guest		1 per 7 units	23
Subtotal	160 units		343
<u>Site A</u>			
1 BR	24 units	2 per unit	48
2 BR	42 units	2 per unit	84
Guest		1 per 7 units	10
Retail	2,718 s.f.	1 per 225 s.f.	12
Restaurant service	6,400 s.f.	1 per 50 s.f.	128
Subtotal	66 units		282
<u>Site C</u>			
1 BR	44 units	2 per unit	88
2 BR	54 units	2 per unit	108
Guest		1 per 7 units	14
Retail	3,030 s.f.	1 per 225 s.f.	14
Restaurant service	4,025 s.f.	1 per 50 s.f.	81
Subtotal	98 units		305
Totals			930

Factors Contributing to a Reduction in Parking Demand at the Proposed Project

It is concluded that the Coastal Commission Guidelines contemplate substantially more parking than the actual parking demand forecast to be generated by the Santa Monica Village Project. **Table 2** below provides a summary of the proposed parking supply.

Table 2
Recommended Parking Supply

Village Development Program		Coastal Commission Parking Requirement		Recommended On-Site Supply	
Use	Size	Rate	No. of Spaces	Rate	No. of Spaces
<u>Site B-Affordable</u>					
Residential	160 units	2 per unit	320		
Guest		1 per 7 units	23		
Subtotal			343	1.23 per unit ²	197
<u>Site A</u>					
Residential	66 units	2 per unit	132	2 per unit	132
Guest		1 per 7 units	10	1 per 5 units	14
Retail	2,718 s.f.	1 per 225 s.f.	12	commercial	34
Restaurant service	6,400 s.f.	1 per 50 s.f.	128	shared spaces	
Subtotal			282		180
<u>Site C</u>					
Residential	98 units	2 per unit	196	2 per unit	196
Guest		1 per 7 units	14	1 per 5 units	21
Retail	3,030 s.f.	1 per 225 s.f.	14	commercial	25
Restaurant service	4,025 s.f.	1 per 50 s.f.	81	shared spaces	
Subtotal			305		242
Totals			930		619

² Of the 1.23 parking spaces per unit to be provided for the affordable residential, 160 spaces (i.e., one space per unit) will be reserved while the remaining 37 parking spaces will be available for sharing among residents and their guests.

Thus, the parking analysis has been prepared to examine the appropriate parking supply for the Santa Monica Village Project based on the following considerations:

- An empirical study of parking utilization at existing affordable multi-family residential projects located within close proximity to the project site demonstrates that parking demand is substantially less than the Coastal Commission Guidelines.
- The City of Santa Monica has conditioned the Santa Monica Village Project to reduce vehicular trip generation by 35% through implementation and monitoring of a comprehensive Transportation Demand Management (TDM) program. The trip reduction standards are applied to both the residential and commercial components of the project and will certainly result in a substantial reduction in parking demand at the site.
- The mixed-use nature of the project will promote a substantial walk-in patronage of the ground floor commercial uses by residents of the development. In general, it is reasonable to assume that the commercial uses will be developed to service the residents of the project, with a diminished need to rely on patrons arriving via automobile or other travel modes.
- The project site is within close proximity to a number of significant generators of walking trips, including Santa Monica City Hall, Santa Monica courthouse, the Civic Auditorium, the Viceroy Hotel, the Le Merigot Hotel, and the Loews Santa Monica Beach Hotel. It is reasonable to anticipate that employees and visitors to these uses will find the commercial uses proposed at the project to be convenient for shopping and dining purposes.
- The project site is located immediately adjacent to an extensive public transit network operated by the City of Santa Monica (Big Blue Bus) and MTA. There are five transit lines that operate immediately adjacent to the site on Main Street and Ocean Avenue, with additional transit service nearby on Pico Boulevard, 4th Street and Colorado Avenue. Additionally, the Olympic Drive extension between Main Street and Ocean Avenue provided by the project will become a bus route. The readily available public transit service will allow project residents and visitors to travel by means other than the private automobile, thereby substantially reducing parking demand at the site.
- For visitors to the site who drive, in addition to the on-site parking supply, there is substantial on-street parking available on Olympic Drive and Main Street in close proximity to the project. In addition to the existing supply of street parking, we understand that the project will add approximately 14 to 18 curbside parking spaces along the Olympic Drive extension between Ocean Avenue and Main Street, adjacent to the project site.

- In addition, the City has a parking structure that is largely vacant in the evening hours that is in close proximity to the Santa Monica Village Project (across Main Street). The City's Civic Center public parking garage is located at 333 Civic Center Drive and is within close proximity to the project site. This parking structure provides over 700 parking spaces available for use by the general public³, and is open throughout the day, with substantial available parking noted in the afternoons and evenings when guests of the residential uses of the project, as well as patrons of the restaurant and retail uses, may find it convenient for their use.
- In general, the City of Santa Monica has promoted an area-wide approach to parking in the Civic Center area. This parking strategy limits the need to build unnecessary parking infrastructure, promotes travel by means other than the private automobile, and encourages/enhances the walkability aspect of the Civic Center.

Accordingly, the project proposes to provide parking to accommodate the forecast demand, as well as in consideration of the City's campus approach to parking utilization within the Santa Monica Civic Center area.

Affordable Residential Parking Demand

As shown in *Table 2*, a parking supply of 1.23 parking spaces per residential unit is recommended for the affordable residential component of the project. The recommendation is based on parking utilization observed at four existing affordable multi-family residential projects located in Santa Monica within close proximity to the project site to document the current trends with respect to parking demand. The existing projects were observed on Wednesday, July 23, 2003 between 2:00 AM and 4:00 AM. During this time period, most, if not all of the project residents would be expected to be at their units.

The parking occupancy for the affordable housing residential projects is summarized in *Table 3* below. Parking utilization is provided on a per unit basis, as well as on a per bedroom basis:

³ According to City staff, the Civic Center garage currently offers reduced parking rates during the summer beach season to encourage utilization, yet past experience has shown that the garage remains substantially underutilized during this busy period.

Table 3

Observed Parking Demand at Existing Affordable Multi-Family Residential Projects in Santa Monica – Weeknight July 2003

Project Address	Number of Dwelling Units/ Bedrooms	Parking Utilization	Parking Demand Rate
1144 Fifth Street	32 units/ 98 bedrooms	41 spaces	1.28 spaces/unit 0.42 spaces/bedroom
708 Pico Blvd.	20 units/ 50 bedrooms	24 spaces	1.20 spaces/unit 0.48 spaces/bedroom
815 Ashland Ave.	45 units/ 98 bedrooms	62 spaces	1.38 spaces/unit 0.63 spaces/bedroom
OP-43	43 units/ 86 bedrooms	46 spaces	1.07 spaces/unit 0.53 spaces/bedroom
Total	140 units/ 332 bedrooms	173 spaces	1.23 spaces/unit 0.52 spaces/bedroom

As seen in *Table 3* above, the four affordable residential projects averaged a parking demand of 1.23 parking spaces utilized per unit, or 0.52 parking spaces utilized per bedroom. It is noted that the Santa Monica Village Project proposes to provide 160 spaces (i.e., one space per unit) of reserved parking for the affordable residential units. The remaining 0.23 parking spaces per unit (i.e., 37 parking spaces) will be unreserved, and thus will be available for use by project residents and their guests.

As requested by Coastal Commission staff, updated parking utilization counts were conducted at the affordable housing communities, plus one newer community at 2209 Main Street. The counts were conducted for a Saturday between 11:00 a.m. and 3:00 p.m., as well as on a weeknight between 10:00 p.m. and 12:00 a.m. (midnight). *Table 4* below provides a summary of the updated parking utilization counts.

Table 4

Updated Observed Parking Demand at Existing Affordable Multi-Family Residential Projects in Santa Monica – Weeknight and Weekend July 2008

Project Address	Number of Dwelling Units/ Bedrooms	Parking Utilization		
		Weeknight July 2003	Weeknight July 2008	Weekend Day July 2008
1144 Fifth Street	32 units/ 98 bedrooms	41 spaces	37 spaces	29 spaces
708 Pico Blvd.	20 units/ 50 bedrooms	24 spaces	23 spaces	15 spaces
815 Ashland Ave.	45 units/ 98 bedrooms	62 spaces	67 spaces	49 spaces
OP-43	43 units/ 86 bedrooms	46 spaces	36 spaces	30 spaces
2209 Main Street	44 units/ 111 bedrooms	Not built	41 spaces	33 spaces
Total	184 units/ 443 bedrooms	173 spaces (1.23 sp/unit)	204 spaces (1.11 sp/unit)	156 spaces (0.85 sp/unit)

As shown in *Table 4*, the updated parking demand observations in 2008 show a reduced parking demand—1.11 spaces per unit on a weeknight and 0.85 spaces per unit on a weekend day—as compared to the parking demand observed in 2003 (1.23 spaces per unit). Therefore, it is appropriately conservative to utilize the 1.23 parking space rate in the parking demand analysis for the affordable residential component of the project.

Shared Parking for Commercial

The Santa Monica Village Project proposes to provide 19,248 square feet of ground floor commercial space (10,178 square feet at Site A and 8,530 square feet at Site C). A portion of the ground floor commercial space may be leased to food-serving uses, including up to 3,000 square feet of outdoor dining space that would be in addition to the 19,248 square feet of retail/restaurant “enclosed” building floor area. For this parking analysis, it is assumed that 4,400 square feet of floor area (plus an additional 2,000 square feet of outdoor space) would be used for food-serving uses on Site A. For Site C, 3,025 square feet of floor area (plus an additional 1,000 square feet of outdoor space) would be used for food-serving uses.

It is recommended that a pool of parking spaces can be shared by the commercial components of the project. Accordingly, a shared parking analysis was prepared utilizing the time of day parking demand indices recommended in the *Shared Parking* manual (second edition) published by the Urban Land Institute (ULI). The *Shared Parking* manual provides hour-by-hour parking demand factors expressed as a percentage of peak demand for a variety of land uses.

The shared parking analysis also considers many of the captive market and alternative transportation mode factors previously discussed that would have the effect of reducing parking demand generated at the site. In addition, the significant available parking supply in the Santa Monica Civic Center area (both on-street and in the City's Civic Center garage) have also been considered.

Specifically, the shared parking analysis incorporates the following factors/assumptions:

- Captive Market/Alternative Transportation Adjustment. It is reasonable to conclude that the mixed-use nature of the project, the close proximity to other high generators of walk-in patrons, and the extensive public transit service provided immediately adjacent to the site will substantially reduce parking demand generated by the project. The project site is within close proximity to a number of significant generators of walking trips, including Santa Monica City Hall, Santa Monica courthouse, the Civic Auditorium, the Viceroy Hotel, the Le Merigot Hotel, and the Loews Santa Monica Beach Hotel. It is reasonable to anticipate that employees and visitors to these uses will find the commercial uses proposed at the project to be convenient for shopping and dining purposes. Further, as previously noted, the City of Santa Monica has conditioned the Santa Monica Village Project to reduce vehicular trip generation at the site (applied to all residential and commercial components of the development) through implementation and monitoring of a Transportation Demand Management (TDM) program. Accordingly, the Coastal Commission Guidelines for parking related to the restaurant uses and the retail uses have been adjusted by 50% to reflect the expected reduced parking demand associated with these uses which will benefit from these characteristics that encourage travel by non-auto modes. Practically, the proportion of patrons who walk to the commercial uses within the site will likely exceed the 50% factor assumed in the parking analysis especially during daytime hours when City Hall, the Courthouse and Rand Corporation are in full operation.

- Shared Parking Pool. A total of 59 on-site parking spaces are proposed to be provided to be shared by vehicles associated with the restaurant uses and the retail uses. For those instances when the on-site parking supply is fully utilized, it is reasonably anticipated that motorists would have other available options for parking, including utilizing the extensive street parking on Main Street and Olympic Drive, or the convenient off-street parking in the City's Civic Center parking garage.

Tables 5 and 6 attached to this letter provide the shared parking analysis prepared for the commercial components of the Santa Monica Village Project for weekday and weekend conditions, respectively. As shown on *Tables 5 and 6*, for many hours of the day, it is expected that the on-site supply of parking will be adequate to accommodate the parking demand generated by these uses. Further, during the typical lunch and dinner time periods, it is expected that some motorists will utilize the available off-site parking provided on Olympic Drive and Main Street and/or in the nearby significantly underutilized Civic Center garage (approximately 24 or fewer spaces in use by project at peak at 12:00 p.m.). Based on the extensive supply of on-street parking and parking within the Civic Center garage, it is not expected that the project will adversely affect the overall availability of parking to non-project users of this parking.

Tables 5 and 6 also show the potential effects if the guest parking allocated to the affordable residential component were available to be used by patrons of the commercial uses, particularly during daytime hours. Per our June 12, 2008 report, of the 11 guest parking spaces assumed to be allocated for the affordable housing, approximately eight (8) of those spaces would be available during daytime hours. Thus, *Tables 5 and 6* show the benefit of allowing sharing of the guest parking spaces as it would lessen the potential use of off-site parking without adversely affecting the on-site parking operations for the commercial uses and affordable residential component.

Please call with any questions or comments regarding the parking demand analysis prepared for the Santa Monica Village Project.

cc: File

Table 5
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Santa Monica Village

Land Use	Restaurant [5]	Retail	Shared Parking Demand	Potential Use of Off-Site Parking [6]	Potential Use of Off-Site Parking With Sharing of Guest Parking [7]
Size	10,425 SF	5,748 SF			
Peak Pkg Rate[2]	1 sp/ 50 SF	1 sp/ 225 SF			
Adjusted Rate [3]	1 sp/ 100 SF	1 sp/ 450 SF			
Gross Spaces	70 Spc.	13 Spc.	Shared Parking Demand	Potential Use of Off-Site Parking [6]	Potential Use of Off-Site Parking With Sharing of Guest Parking [7]
Time of Day [4]	Number of Spaces	Number of Spaces			
6:00 AM	20	0	20	0	0
7:00 AM	38	1	39	0	0
8:00 AM	45	3	48	0	0
9:00 AM	54	6	60	1	0
10:00 AM	61	10	71	12	4
11:00 AM	64	12	76	17	9
12:00 PM	70	13	83	24	16
1:00 PM	64	13	77	18	10
2:00 PM	40	13	53	0	0
3:00 PM	35	12	47	0	0
4:00 PM	35	12	47	0	0
5:00 PM	55	13	68	9	9
6:00 PM	58	10	68	9	9
7:00 PM	58	7	65	6	6
8:00 PM	58	6	64	5	5
9:00 PM	44	4	48	0	0
10:00 PM	40	3	43	0	0
11:00 PM	37	1	38	0	0
12:00 AM	19	0	19	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for retail and restaurant based on Coastal Commission Guidelines.

[3] Retail and restaurant rate adjusted by 50% to account for captive market (e.g., walk-in patrons from residential and other nearby uses), as well as transit usage, walking trips, and other non-auto modes of travel.

[4] Time of day indices from "Shared Parking" manual. Retail adjusted after 5:00 p.m. to reflect expected patronage of uses.

[5] A total of 16,500 s.f. of restaurant space is proposed (13,500 s.f. indoor and 3,000 s.f. outdoor). Of the total 16,500 s.f., approximately 10,425 s.f. is assumed to be devoted to service area (55% of indoor area plus 3,000 s.f. outdoor area).

[6] Potential use of off-site parking (e.g., on-street parking and parking located in Civic Center garage) based on use of on-site supply of 59 spaces as compared to forecast shared parking demand.

[7] Between 9:00 a.m. and 4:00 p.m., approximately 8 guest parking spaces associated with affordable housing component are assumed to be available to share with commercial uses.

Table 6
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Santa Monica Village

Land Use	Restaurant [5]	Retail	Shared Parking Demand	Potential Use of Off-Site Parking [6]	Potential Use of Off-Site Parking With Sharing of Guest Parking [7]
Size	10,425 SF	5,748 SF			
Peak Pkg Rate[2]	1 sp/ 50 SF	1 sp/ 225 SF			
Adjusted Rate [3]	1 sp/ 100 SF	1 sp/ 450 SF			
Gross Spaces	70 Spc.	13 Spc.			
Time of Day [4]	Number of Spaces	Number of Spaces	Shared Parking Demand	Potential Use of Off-Site Parking [6]	Potential Use of Off-Site Parking With Sharing of Guest Parking [7]
6:00 AM	11	0			
7:00 AM	23	1			
8:00 AM	36	2			
9:00 AM	51	5			
10:00 AM	64	8			
11:00 AM	64	10			
12:00 PM	70	11			
1:00 PM	61	12			
2:00 PM	49	13			
3:00 PM	32	13			
4:00 PM	35	13			
5:00 PM	46	12			
6:00 PM	52	11			
7:00 PM	52	7			
8:00 PM	49	6			
9:00 PM	26	4			
10:00 PM	22	3			
11:00 PM	16	2			
12:00 AM	10	0			

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for retail and restaurant based on Coastal Commission Guidelines.

[3] Retail and restaurant rate adjusted by 50% to account for captive market (e.g., walk-in patrons from residential and other nearby uses), as well as transit usage, walking trips, and other non-auto modes of travel.

[4] Time of day indices from "Shared Parking" manual. Retail adjusted after 5:00 p.m. to reflect expected patronage of uses.

[5] A total of 16,500 s.f. of restaurant space is proposed (13,500 s.f. indoor and 3,000 s.f. outdoor). Of the total 16,500 s.f., approximately 10,425 s.f. is assumed to be devoted to service area (55% of indoor area plus 3,000 s.f. outdoor area).

[6] Potential use of off-site parking (e.g., on-street parking and parking located in Civic Center garage) based on use of on-site supply of 59 spaces as compared to forecast shared parking demand.

[7] Between 9:00 a.m. and 4:00 p.m., approximately 8 guest parking spaces associated with affordable housing component are assumed to be available to share with commercial uses.